

The following are comments from Preconstruction Support's review of the Second Draft of the AASHTO Publication *Creating Complete Corridors: Landscape Architecture Sensibilities in Transportation Projects*.

**From Rob Bedenbaugh, Roadway Design Support Engineer:**

Introduction

As part of the "Purpose" section, recommend including language that conveys the fact this document is a guide. Recommend considering language as quoted from the AASHTO document *A Guide for Achieving Flexibility in Highway Design*, "This guide is not intended to be a detailed design manual that would supersede the need for application of sound principles by the knowledgeable design professional, nor is it intended to establish guidelines, criteria, or standards for the design of roadways."

Chapter 4

Page 40

Recommend trying to get a photograph of Ravenel Bridge included in this section to give South Carolina some positive exposure.

Chapter 4

Page 63

4<sup>th</sup> Paragraph

Recommend the height of plants to "below 2.5 feet" for placement near intersections. The document currently specifies 3 feet as the limit.

Chapter 4

Page 63

5<sup>th</sup> Paragraph

Recommend removing last sentence, "Road speeds and terrain..." And replacing with, "Consult AASHTO's *Roadside Design Guide* for guidance."

Chapter 4

Page 78

6<sup>th</sup> Paragraph

Recommend revising statement, "It is usually not necessary to design for the absolute...." to read as, "The intersection should be designed to accommodate design vehicles that are routinely expected to use the intersection. Designers should evaluate the presence of large design vehicles to avoid creating conflicts with other users of the intersection." I do not agree with providing guidance that large trucks can use portions of adjacent lanes if the intersection is experiencing moderate to heavy amounts of large truck traffic.

**From Timothy Edwards, Landscape Architect:**

Chapter 4

Page 45

Needs a comment about tree limbs. Recommend adding this sentence after first sentence: "Trees shall be selected and placed so that, even when they are fully matured, their limbs shall not violate the minimum vertical clearance guidelines of the roadway or interfere with pedestrians on sidewalks".

Chapter 4

Page 46

Recommend adding sentence in fifth paragraph after the fourth sentence: *"Some motorists prefer the look of the weathered steel beams (compared to galvanized steel), while other motorists see it as rusty guardrail".*

Chapter 4

Page 50

Recommend adding sentence after first sentence: *"It is likely that state Department of Transportations will be rebuilding overhead sign lighting fixtures in order to comply with dark-sky initiatives".*

Chapter 4

Page 67

Needs an explanation of Invasive Plants. Recommend adding new section before "Managing Vegetation":

***Invasive Plants***

*"The definition of an invasive species is as follows: non-native plants likely to become established and spread and cause significant harm to the invaded site. Your local extension service office or state Department of Natural Resources can provide this information to state Department of Transportations. It is likely that state Department of Transportations will be more heavily involved in the review of landscaping plans for invasive plants and the distribution of information by DOT web sites of invasive plant material lists".*

Omissions

There wasn't anything about landscaping at rest areas. There was an entire chapter devoted to rest areas (*Highway Related Areas*) in the 1991 edition of this book. It would be a good thing to mention that trees at rest areas should be limbed up in order to avoid hiding areas and increase security. Also, sprinkler heads shouldn't be too close to the entrance ramp shoulders. Semis are parking on the shoulder ramps overnight and the weight of the tires overhanging into the turf is breaking sprinkler heads. We need to look at ways to further offset the irrigation lines away from the rough paved shoulders for rest areas.

**From Tom Dodds, Pedestrian and Bicycle Engineer:**

Chapter 4

Page 31

2<sup>nd</sup> paragraph, 2<sup>nd</sup> sentence. It reads "Pavers can be especially effective in demarcating pedestrian crossings in special districts." This statement tends to contradict current thought on the need to provide crosswalk markings in accordance with standard pavement marking patterns and materials, because pavers and other 'contrasting pavements' simply do not show up to drivers under all light conditions as designers would hope. Recommend striking that sentence.

Chapter 4

Page 31

6<sup>th</sup> paragraph, 7<sup>th</sup> sentence Rewrite to remove misuse of term "bicycle path," a non-standard AASHTO term. Recommend replacing with, "Rumble strips can interfere with

bicycle use of shoulders if they infringe on an adequate width of paved shoulder for bicycle travel.”

#### Chapter 4

Page 33

1<sup>st</sup> paragraph under **Bicycle Facilities**, 1<sup>st</sup> sentence, revise to include thinking: “Continuing concerns about the environment, human health, transportation safety and traffic congestion, as well as skyrocketing gasoline costs, all underscore the.....modes.”

#### Chapter 4

Page 34

Paragraph continuing from previous page, last sentence “They should be aware of conflicts in the door zone of vehicles parked in parallel, and of the safety advantages of back-in diagonal parking over head-in vehicle parking.” If this statement cannot be footnoted to a source, it should be removed. This statement is opinion that implies angle parking is superior to parallel parking. Has back-in angle parking been documented to be a superior choice when dealing with angle parking choices? Concur with the warning regarding door zones, but this is not the way to say it.

#### Chapter 4

Page 35

6<sup>th</sup> bullet, Recommend revising to read “Signage that conforms to the Manual on Uniform Traffic Control Devices (Part 9—Traffic Controls for Bicycle Facilities) is helpful for way finding.....bicyclists.”

#### Chapter 4

Page 45

3<sup>rd</sup> paragraph, This paragraph implies that medians *less than six feet wide* can provide adequate accessible pedestrian refuge. This will be in conflict with AASHTO’s Guide for the Planning, Design, and Operation of Pedestrian Facilities, which states on page 91 “Medians and crossing islands should be at least 1.8 m [6 ft.] wide so that more than one pedestrian can wait and so that 0.6 m [2 ft.] of detectable warnings can be provided at the both sides of the island.”

#### Chapter 4

Page 50

Section on **Signs** Author neglects to include the category of signing called “Warning.”

#### Chapter 4

Page 51

Final paragraph, last sentence “No signs should be backed with bright, reflective aluminum.” This statement will be a problem. Perhaps some wording that reflectivity should not be enhanced. Signs are what they are. Let’s not create an expensive mandate.

#### Chapter 4

Page 104

Under **Roadway**, recommend deleting the bulleted statement “Bicycle facilities are inappropriate on the freeway, but should be provided on crossing streets and bridges, in

conjunction with the local jurisdiction's bicycle plan." Nowhere else, including the AASHTO Bike Guide, is such a policy statement made. It is inappropriate here.

#### Chapter 4

Under Roadway , recommend deleting statement "Pedestrians and bicycles are not appropriate and normally not allowed on rural freeways....." The presence of pedestrians and bicyclists on freeways is a topic that is currently being debated in other venues and this book should not attempt to bring resolution to the topic.